TIME TABLE

FOR THE

VISALIA ELECTRIC RAILROAD CO.

To Take Effect Sunday, July 6, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time table at pleasure.

PAUL SHOUP,
President.

F. W. WEBSTER,
General Manager.

VISALIA—ELDERWOOD.

Eastward — FIRST CLASS — Westward

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	154 Fresno Exeter Passenger	514 Visalia Electric Passenger	512 Visalia Electric Passenger	88 Coalinga Exeter Fresno Passenger	510 Visalia Electric Passenger	508 Visalia Electric Passenger	94 S. P. Co. Coalinga Exeter Porterville Passenger	506 Visalia Electric Passenger	504 Visalia Electric Passenger	502 Visalia Electric Passenger	Distance from Visalia	Time Table No. 31 July 6, 1919	Distance from Elderwood	503 Visalia Electric Passenger	505 Visalia Electric Passenger	507 Visalia Electric Passenger	97 S. P. Co, Porterville Coalinga Passenger	509 Visalia Electric Passenger	511 Visalia Electric Passenger	513 Visalia Electric Passenger	87 S. P. Co. Oil Fields Passenger	515 Visalia Electric Passenger	69 Exeter Goshen Junc Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles	STATIONS	Miles	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
46	11.10PM	9.37PM	7.30PM	**7.20PM**	**6.20PM**	3.15PM	10.15AM	**9.45AM**	8.40AM		0.0	D-R **VISALIA**	31.4	s8.30AM	s**9.40AM**	s 1.30PM	s6.00PM	s**6.15PM**	s**7.15PM**	9.18PM	s10.10PM		s12.10AM
											0.1												
											0.1	A. T. & S. F. CROSSING	31.3										
											2.0												
											2.1	AMBLER (Spur)	29.3										
											2.1												
											4.2	RECTOR	27.2										
											1.7												
											5.9	D FARMERSVILLE	25.5										
											1.2												
											7.1	GIANT OAK	24.3										
											0.9												
											8.0	LUNA	23.4										
63	s**11.35PM**	s10.02 10.07	7.55 8.00	s7.45PM	s**6.45PM**	s3.40 3.45	s10.42AM	s10.10	s9.05AM 9.10	6.30AM	2.1 10.1	DN-R **EXETER**	1.0 21.3	8.05 s8.02	**9.15AM**	1.05 s 1.00	5.35PM	5.50 s5.45PM	**6.50PM**	8.53 8.48	9.48PM	s11.19PM	**11.40PM**
											11.1	A. T. & S. F. CROSSING	20.3										
											0.8												
4		f10.12	f8.05			f3.50			f9.15	f6.35	11.9	WIRTS (Spur)	19.5	f7.57		f12.54		f5.39		f8.43		f11.14	
											1.0												
7		f10.14	f8 07			f3.52			f9.17	f6.37	12.9	COCOAMITA	18.5	f7.55		f12.51		f5.36		f8.41		f11.12	
											1.2												
20		f10.17	f8.10			f3.55			f9.20	f6.40	14.1	MERRYMAN	17.3	f7.52		f12.48		f5.33		f8.38		f11.09	
											1.1												
20		f10.19	f8.12			f3.57			f9.22	f6.42	15.2	YOKOHL	16.2	f7.50		f12.45		f5.30		f8.36		f11.07	
											2.4												
8		f10.24	f8.17			f4.02			f9.27	f6.47	17.6	LINDCOVE (Spur)	13.8	f7.45		f12.40		f5.25		f8.31		f11.02	
											3.4												
30		s10.30	s**8.23PM**			s4.08			s9.33	s6.53	21.0	D-R LEMON COVE	10.4	s7.39		s12.32		s5.17		**8.25PM**		s10.56	
											0.4												
											21.4	CITRO JUNC.	10.0										
											2.5												
36		f10.36				f4.14			f9.39	f6.59	23.9	NARANJO	7.5	f7.33		f12.26		f5.11				f10.50	
											2.2												
22		s**10.42PM**				s4.19			s9.44	s7.04	26.1	D WOODLAKE	5.2	s7.28		s12.20		s5.05				**10.45PM**	
											0.8												
						4.21			9.46	7.06	26.9	**WOODLAKE JUNC.**	4.5	7.26		12.18		5.03					
											2.3												
40						f4.25			f9.50	f7.10	29.1	ROSE ST. STATION	2.2	f7.22		f12.13		f4.58					
											2.2												
						s4.29PM			s9.54AM	s**7.14AM**	31.4	**ELDERWOOD**	0.0	**7.18AM**		12.08PM		4.53PM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.25)	(1.05)	(0.53)	(0.25)	(0.25)	(1.14)	(0.27)	(0.25)	(1.14)	(0.44)		.....Time over District.....		(1.12)	(0.25)	(1.17)	(0.25)	(1.17)	(0.25)	(0.53)	(0.22)	(0.34)	(0.30)
	24.24	24.10	23.80	24.24	24.24	25.21	22.44	24.24	25.21	28.00		.....Average speed per hour.....		26.20	24.24	24.46	24.24	24.46	24.24	23.80	27.59	28.20	20.20

Westward trains are superior to trains of the same class in opposite direction.
Exceptions: No. 502 is superior to No. 503; No. 504 to No. 507; No. 508 to No. 509; No. 512 to No. 513; No. 514 to No. 515; between Elderwood and Exeter.

VISALIA ELECTRIC RAILROAD CO.

WOODLAKE JUNC.—REDBANKS.

Eastward — Westward

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	Distance from Woodlake Junc.	Time Table No. 31 July 6, 1919	Distance from Redbanks
	Miles	STATIONS	Miles
	.0	**WOODLAKE JUNC.**	2.1
		1.1	
	1.1	A. T. & S. F. CROSSING	1.0
		1.0	
36	2.1	**REDBANKS**	0.0
		(2.1)	

..... Time over District .....
..... Average speed per hour .....

Eastward — WIRTS—STRATHMORE — Westward — Time Table No. 31 — July 6, 1919 — STRATHMORE—WIRTS

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	Distance from Wirts (Miles)	STATIONS	Distance from Strathmore (Miles)
4	0.00	**WIRTS**	16.36
		0.38	
4	0.38	ROCKY HILL (Spur)	15.98
		0.50	
8	0.88	PHALANX (Spur)	15.48
		1.77	
7	2.65	GREY ROCKS	13.71
		1.56	
6	4.21	LIBERTY	12.15
		1.92	
6	6.13	REYNOLDS	10.23
		0.50	
10	6.63	HAWKINS	9.73
		0.47	
2	7.10	McKEE (Spur)	9.26
		0.78	
6	7.88	FAYETTE (Spur)	8.48
		0.84	
2	8.72	TOCO (Spur)	7.64
		1.03	
18	9.75	ORLEM	6.61
		0.26	
0	10.01	GILLETTE JUNC.	6.35
		1.64	
5	11.65	TIFFIN (Spur)	4.71
		0.50	
40	12.15	EL MIRADOR	4.21
		1.00	
3	13.15	PREWITT	3.21
		1.70	
	14.85	A. T. & S. F. CROSSING	1.51
		1.00	
20	15.85	ABILENE	0.51
		0.51	
	16.36	**STRATHMORE**	0.00
		16.36	

VISALIA ELECTRIC RAILROAD CO.

Eastward — CITRO JUNC.—TERMINUS — Westward — Time Table No. 31 — July 6, 1919 — TERMINUS—CITRO JUNC.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations	Distance from Citro Junc. (Miles)	STATIONS	Distance from Terminus (Miles)
0	0.0	**CITRO JUNC.**	1.64
		0.23	
30	0.23	**CITRO**	1.44
		1.41	
4	1.64	**TERMINUS** (Spur)	0.00
		(1.64)	

..... Time over District .....: ....
..... Average speed per hour .....

MAR 1 1920

SPECIAL INSTRUCTIONS

"SAFETY FIRST"

Watch Inspectors: S. P. Anderson, Exeter; Smith Bros., Visalia.

Bulletin Board: Located at Company substation, Exeter.

Company Surgeon: Dr. C. M. White, Visalia.

MISCELLANEOUS.

S. P. Co. Rules and Regulations of the Transportation Department, effective August 1, 1907, will govern on this line.

Rules 814 and 875 are modified to the extent that employes are required to report for duty at least five minutes before time set for departure of trains.

Power must be off while passing Circuit Breakers.

At Exeter and at Redbanks all trains will stop within fifty feet of Santa Fe tracks and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

Rule 83-A will not apply at stations not telegraph offices, or where operator is not on duty.

After changing ends on Motor cars and engines Motormen will make running test of air as required by Rule 11 of Rules Governing Air Brakes, etc.

Motormen will start trains only upon receipt of proper signal. See Rule 84.

In case of any trouble with equipment on cars or locomotives, requiring fixing or adjusting before they can be returned to shop for the necessary repairs, the pantagraph must always be lowered and securely locked before any attempt is made to remedy the trouble.

Motor cars or engines will not be left standing at any point unless the pantagraph is lowered, or car or locomotive left in the care of a trainman who is competent to take care of the equipment in case of fire or other accident.

In case a pantagraph is broken and it is found necessary to make use of hand trolley pole, the following precautions **MUST** be observed:

First, see that no portion of the broken pantagraph is in contact with the trolley wire; then arrange the parts of pantagraph so that no parts of it are in contact with the roof of the car or pipes leading to the pantagraph base; then securely attach wire of hand trolley pole to some metal portion of pantagraph base or parts attached thereto; then before bringing hand trolley in contact with trolley wire the operator **MUST** take such a position on top of car that he will not come in contact with any portion of broken pantagraph or wire of hand trolley pole.

SPEED RESTRICTIONS.

Passenger trains will at no time exceed 35 miles per hour.
Freight trains will at no time exceed 25 miles per hour.
Cars or engines shoving cars ahead will not exceed 15 miles per hour.
All trains will not exceed speed given below at points indicated:

Around curve to Redbanks Orchard Co.	10 miles per hour.
On straight track Redbanks Orchard Co. spur	15 miles per hour.
Around curve, Woodlake Junction	15 miles per hour.
On main track Citro Junction to Terminus	15 miles per hour.
Through Lemon Cove Yard	10 miles per hour.
Around Yokohl curve	15 miles per hour.
Around Merryman curve	10 miles per hour.
Inside of City Limits, Exeter	10 miles per hour.

JUNCTION SWITCHES.

Citro Junction switch will be set and locked for Woodlake main track.
Woodlake Junction switch will be set and locked for Rose St. main track.
Switch on south end of Wye at Exeter will be left set for next train to use switch.

TERMINUS BRANCH TRAINS.

No. 504 will go to Terminus for one or more passengers from points west of Merryman and will not leave Terminus (end of track) before 9:39 a. m.

No. 508 will go to Terminus for one or more passengers from points west of Merryman and will not leave Terminus (end of track) before 4:14 p. m.

No. 514 will go to Terminus and any point beyond Woodlake to discharge one or more passengers from points west of Merryman.

SPUR TRACKS AND SIDINGS NOT SHOWN ON TIME TABLE:

Name	Car Capacity	Distance from Exeter Miles
Pruner's Spur	2	.5
Goodale's Spur	3	10.0
Pogue Spur (Terminus Branch)	4	11.7
Sequoia Citrus Association Spur (Terminus Branch)	3	12.0
Ohio Lemon Co. Spur (Terminus Branch)	3	12.2
Sand Pit Spur	5	12.4
Beinhorn Spur	4	12.8

W. P. BALLARD,
Superintendent.

C. McILHERAN,
Dispatcher.